

## AMENDMENTS TO THE SPECIFICATION

Please replace paragraph [0008] as filed with the following amended paragraph:

--- This object is solved by a running gear for rail vehicles according to the features of claim 4, wherein a running gear frame is supported via primary springs on wheels or wheel sets, and whereon a car body is supported via a cradle, the cradle is supported, in relation to the running gear frame, via secondary springs on at least one spring carrier, the cradle or the car body is connected to the running gear frame by means of shock absorbers damping vertical or rolling movements, the spring carrier is supported on the running gear frame by means of hangers, fixing points of the hangers on the running gear frame, contrary to vertically arranged hangers, are inwardly displaced in such a way that longitudinal axes of the hangers extend obliquely, and at least one active control element is at least partially, arranged in the horizontal direction between the running gear frame and the spring carrier or between the running gear frame and the cradle or car body, in such a way that the at least one active control element supports the effect of centrifugal force on the car body and adjusts an inclination thereof to an optimum value. ---

Please replace paragraph [0019] as filed with the following amended paragraph:

--- The Figures 1 to 3 show a running gear of a rail vehicle in different views. The running gear comprises a frame 1 which is supported via primary springs on wheels set. A spring carrier 2 is affixed on the running gear frame 1 by means of pendulums 3. The spring carrier 2 supports a rocker 4 with a car body 5 positioned thereon by means of secondary helical springs 6. The rocker 4 or the car body 5 is connected to the running gear frame 1 by means of shock absorbers 8 damping vertical or rolling movements. ---

Please replace paragraph [0024] as filed with the following amended paragraph:

--- In addition to the active control elements 7, passive or active damping members can be incorporated to improve comfort. For example, in addition to enhancing comfort, the dynamic components of the car body transverse movement can be damped by inserting a laterally acting damper 9, arranged between the running gear frame 1 and the rocker 4, which can be adjusted dynamically depending on the transverse velocity of the car body or the transverse acceleration of the car body. ---